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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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LIMITED,
THE HONGKONG DISPENSARY,
AND
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[a30]

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AT \$10 PER MONTH.

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INCLUSIVE.

S. MOUTRIE & CO.,
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Hongkong, 1st October, 1908. [a40-1]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask of Factory
In Bags 250 lbs. net \$3.45 per bag of Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE Proprietors.
M. MAILLE [a46]

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TIME TABLE.

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7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
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Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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9.30 a.m. to 10.30 a.m. Every 15 minutes.
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11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
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Hongkong, 1st April, 1909. [a54]

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WINE & SPIRIT MERCHANTS,

OF

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[a51]

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HALLSTANDS. HALL CHAIRS.
BEDROOM SUITES. WARDROBES.

FIRST CLASS WORKMANSHIP
INSPECTION INVITED.

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Hongkong, 9th April, 1909. [a33]



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THE LEADING BEER IN THE
FAR EAST.

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WINE & SPIRIT MERCHANTS.

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Hongkong, 15th April, 1909. [a35]

AN

"ALL NIGHT"

DRUG STORE

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All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
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QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

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IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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Hongkong, 15th October, 1907. [176]

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BILLIARD TABLE MAKERS AND IVORY TURNERS,

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Hongkong, 6th April, 1904. [643-2]

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NORTH BRITISH AND MERCAN.
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TOTAL FUNDS AT 31st DECEMBER, 1907.
£18,114,624.

Authorized Capital ... £3,000,000
Subscribed Capital ... 2,750,000
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II. Fire Funds ... 3,065,374 15 7

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Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
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Hongkong, 21st July, 1908. [1019]

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Foundry Coke Importers. General Store-
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BY a GERMAN GENTLEMAN, residing
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an Accompanist Violin and Piano twice a week
from 9 to 10 o'clock in the evening.
Apply stating terms to—X.W.,
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Hongkong, 6th April, 1909. [578]

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40 cts. 60 cts. 73 cts. 75 cts. and 80 cts. lb.

CREAM CHEESE MILK CHEESE

THE DAIRY FARM CO., LTD.,
Hongkong and Kowloon.
Hongkong, 15th April, 1909. [563]

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String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
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CHARGES MODERATE, AND NO EXTRAS.
[a42] A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a230]

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APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

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Telegraphic Address: "A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water,
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
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STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
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Table D'Hôte at Separate Tables.

MODERATE RATES.

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M. MATTHAEY,
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Hongkong, 5th October, 1908. [a43]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
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MACAO.

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food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.
[a196]

VICTORIA HOTEL

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MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

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MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

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SITUATED IN THE CENTRE OF PRAYA GRANDE.

Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1623]

KIALAT HOTEL,

SWATOW.

If you go to Swatow don't forget to stay
at the KIALAT HOTEL, Nice

Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from
German Consulate.

Miss E. WILL,
Proprietress.
Swatow, 1st April, 1909. [1552]

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VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDOF
GENUINE AGE
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FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

RAINIER BEER

LIGHT,

WHOLESOME AND INVIGORATING

"UNDOUBTEDLY THE BEST BEER
BREWED IN AMERICA."

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 1st April, 1909.

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NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 21st 1909.

We drew attention about a month ago to comments in two of our Japan contemporaries deprecating the punishing of criminals by flogging in Hongkong. It was remarked by the Japan Mail that the practice "goes on without interruption" in the Colony—an observation which might give to the readers of our contemporary in Japan the idea that our Judges habitually order this form of punishment, while, as a matter of fact, they do so but very rarely indeed. We are reminded of these comments now by noticing in our Indian contemporaries the report of a discussion which has recently taken place in the Legislative Council at Calcutta on a Bill to amend the Whipping Act in the direction of mitigating the severity of the punishment. It would apparently be correct to speak of the flogging of criminals as a "practice" in India, and it is noteworthy that the Indian members of the Council spoke strongly against the Government measure to limit the powers of the Courts in this direction. "Giving way too much to sentimental objections" were the words used by Mr. DADABHOY, while the NAWAB OF DECCA urged that the hands of the magistracy ought to be strengthened rather than crippled and he desired to record his "humble protest at the way this piece of legislation has been virtually forced upon the Government at the instance of irresponsible members of the ultra-Radical party in the House of Commons." Mr. DADABHOY, while proclaiming that his personal feelings were against any system of

corporal punishment, said experience compelled him to recognise that the present law had a deterrent and wholesome effect on old and habitual offenders and a decidedly deterrent effect on juvenile offenders. Our Yokohama contemporary when referring to the subject of flogging said English criminals are no longer flogged. That is not, we believe, a strictly accurate statement, for the Judges still have the power to order whippings, and they exercise it when the circumstances of a case appear to them to warrant it. There is no very marked distinction between the practice in Hongkong in this matter and the practice at Home, though it is quite possible the percentage of cases in which floggings are ordered here is higher than the percentage in Great Britain.

We notice that when Mr. DADABHOY was referring to a comparison of this kind in the course of his speech in the Indian Legislative Council he remarked: "It would hardly be correct to compare England with India, where there is not much of healthy public opinion and social refinement, both being confined to the educated classes and professions." May not very much the same be said of the comparison between Hongkong and England? If a Judge of an Assize Court in England were to be confronted with a long calendar entirely made up of cases of armed robbery, such as Sir FRANCIS PAGGOTT had before him at the February Assizes here, we can hardly doubt that he would have taken much the same view of the punishment best calculated to benefit the individual and to protect society. Criminals of this type cannot be said to have a self-respect that is outraged by the infliction of a flogging. One of the "general principles" by which the Government of India were guided in amending the Whipping Act was that "whipping is peculiarly suited to brutal, cruel and sordid offences involving personal violence." The Government regard whipping as an unnecessary punishment for offences that are not of an active and daring character, and they lay down that it is not to be inflicted when it is likely to outrage self-respect. These are intelligible principles, and if they are new to India, it cannot be said that they are new to Hongkong. For our Yokohama contemporary to suggest that there is no distinction in this matter between the practices of the Chinese Courts and the Courts of Hongkong is too gratuitous to call for serious notice. To say, forsooth, that because our Hongkong Courts recently inflicted the punishment of flogging on seven dependences convicted of armed robberies, that, therefore, we have no right to preach reform to the Chinese: no right to attack them on the ground that their laws are bad and their judiciary worse, is the *reductio ad absurdum*.

For altering the water service in the Western Market, a Chinaman was at the Magistracy yesterday fined \$200.

On Thursday night Dr. Lau Lai will deliver a lecture at the Chinese Y.M.C.A. on the subject "Prevention of Malaria and kindred Diseases."

The Y.M.C.A. annual "Library Concert" is announced for Saturday evening, May 1st at the City Hall. The concert enjoys the patronage of H. E. the Governor.

Senator Stone of Missouri has introduced a bill in the United States Congress providing for unconditional free trade between the Philippines and the United States and for the independence of the Islands at the end of fifteen years—1924.

We observe that notices printed in four languages—Chinese, two Indian languages and English—are now posted throughout the Colony requesting the public not to spit on the sidewalks. "Please do not spit" is the heading which attracts the attention on the notice in English.

The theft of rails mentioned yesterday is more extensive than was at first thought. As much as 1,000 feet of iron rail were taken from the eastern end of Kennedy Road, and this is estimated as being worth \$300. A similar theft is also reported from Conduit Road.

A special meeting of the Sanitary Board was held yesterday for the purpose of considering the question of declaring No. 12 shed of the Dairy Farm Company's premises at Sassoon's Villas, Pokfulam Road, to be infected with rinderpest. The necessary motion was carried.

The Hippodrome Circus, which was expected to have opened in Hongkong a fortnight ago, is not due here until next Monday or Tuesday. The circus did so well in Saigon that the management was induced to prolong the stay in that city, and regret having had to disappoint their Hongkong patrons.

A remarkable coincidence is reported in connection with a case which is at present in the hands of the police. A chair coolie was arrested for being in unlawful possession of a silver cigarette case inscribed "Presented to C. S. Wade by his colleagues at Dick, Kerr and Co's, Preston." Shortly after the fact was announced, a gentleman arrived at the Central Police Station and stated that the owner was absent in Japan but he could identify the cigarette case as he was present at the presentation in Preston. The hearing of the case takes place at the Magistracy to-day.

Dr. F. Kracker, German Consul-General, Seoul, and Madame Kracker, have recently paid a visit to Mukden.

"Colonel" Bob Love, the manager of Harma-ton's Circus, who has been ill for some time past at the San Lazaro Hospital Manila with hemorrhagic smallpox, is steadily improving, and is now thought to be practically out of danger.

The Chambers of Commerce of Portland (Oregon), Tacoma, Spokane, and Seattle have decided to invite a number of representatives of Japanese commercial interests to visit the United States this year. Some time ago these bodies and the San Francisco Chamber, constituting the Associated Chambers of the Pacific Coast, gave a similar invitation to the business men of Japan, but owing to the recurrence of anti-Japanese feeling the San Francisco Chamber withdrew.

A Ceylon resident, who has had a long conversation with Sir Patrick Manson about conditions of life in the tropics, writes as follows:—"Sir Patrick is very much down on the love the Englishman in the tropics has for exercise and says it knocks them all up sooner or later. He says it is inherited from the old days when people flogged themselves because they thought it made heaven more certain; now people play games at the end of a day's work because they think it will keep them fit and well."

The report of the Mercantile of India for the year 1908 states that the net profits, after providing for bad and doubtful debts, and including £24,601 brought forward, amount to £11,129. From this sum has to be deducted £16,875, amount of interim dividend at the rate of 6 per cent. per annum, free of tax, on the "A" and "B" shares paid for the half-year ended June 3. The directors have added £40,000 to reserve fund (raising it to £250,000) and £2,000 to the officers' pension fund. They now recommend a further dividend on the "A" and "B" shares at the rate of 6 per cent. per annum, free of tax, for the second half of the year, leaving £25,379 to be carried forward. A year ago the dividends were the same.

The Ningpo correspondent of the N.-C. Daily News writes:—"The departure of Mr. and Mrs. T. W. Lammert, on Friday, April 9, gave occasion for a remarkable demonstration of friendliness on the part of both foreigners and Chinese. For six years Mr. Lammert has been the Ningpo agent of Messrs. Butterfield and Swire, during which time he has gained the respect and confidence of the native merchants, and, by his genial courtesy, the goodwill and friendship of the foreign residents. Harmony and confidence—the essentials of a successful merchant's life in China—were marked characteristics of Mr. Lammert's relationship with the Chinese throughout the whole period of his residence in Ningpo. In truly Chinese fashion they displayed their goodwill by saluting the departing steamer by firing three to four hundred bombs, and sixty thousand crackers! At the invitation of the senior pilot of the port, Capt. A. J. Philbey, who had specially hired the steam-launch *Shunying*, a large company of foreign and Chinese friends escorted the steamer, *Lita*, to the mouth of the Ningpo river, where a final fusillade of Chinese crackers conveyed best wishes for a safe voyage, and a pleasant and happy faring in the Homeland."

LAWN TENNIS.

Captain Beasley and Captain Brerley yesterday evening renewed their tussle for entrance into the final of the championship. The game however did not prove so interesting as was expected, Captain Brerley falling after the first set. The former won by 4/6, 6/0, 6/1, 6/1.

C. C. Hickling (overs 30) beat A. O. Brown (overs 15/4) in the semi-final of the single handicap "B" class 6/3, 9/7.

WORLD'S LARGEST FARM.

BOVILL'S 14,470 SQUARE MILE ESTATE.

The purchase of Mr. Sidney Kidman's enormous acreage of Australian pasture land by a new company called Bovill Australian Estates, Limited, is the sensation of the moment in financial circles.

The area of the property acquired is more than 14,470 square miles, situated in the northern territory of South Australia and the Kimberley district of Western Australia. The purchase also includes cattle to the number of about 100,000 head.

Some idea of the extent of this immense estate may be gathered from the fact that it is equal to about one-fourth the area of England and Wales. There are no fewer than 9,261,400 acres.

Inquiries by an *Express* representative showed that the board of the new company is particularly strong. The five directors are as follows:

Lord Brassey.
The Hon. C. H. Rason (Agent-General for Western Australia).
Sir Edward H. Witterton, K.C.M.G. (chairman of Local Board of Advice of Dalgety and Co.).

Mr. Sidney Kidman.
Mr. M. C. Thomson (Director of the Colonial Assignment and Distributing Company, Limited).

Bovill, Limited, have the right to nominate an additional director, and the agents for Australasia are Dalgety and Co., Limited. All the directors but one are experts in the pastoral industry, and Lord Brassey's presence on the board is due to the strong Colonial interest of the enterprise.

"One of the principal objects of the company," an *Express* representative was told, "is the development of a new source of supply in Australasia for Bovill, Limited."

The estate purchased is Mr. Sidney Kidman's largest property, and it is also the largest single estate in the world.

At fourteen the "Australian Cattle King," as he has been known for years past, was earning ten shillings a week as a cowboy. At fifty-two he owns more of the British Empire than any other man. His holding of Australian pasture was at the date of the purchase by the Bovill Australian Estates, nearly 50,000 square miles in extent.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

RAILWAY COLLISION IN JAPAN.

Tokyo, April 20th.

Last night the Kobe Express crashed into a freight train which had become derailed by the axle breaking when near Kawasaki Bridge, near Tokyo.

The fireman of the freight train was killed and the train itself overturned into the marsh below.

Traffic on the Yokohama-Tokyo section is stopped to-day.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

NAVAL ACTIVITY.

THE PREMIER'S FEARS.

LONDON, April 19th.

The Hon. Mr. Asquith, speaking at Glasgow, referred to Germany's activity in naval construction and hinted at the possibility of Germany developing an entirely new type of battleship vastly superior to the Dreadnoughts.

DUTCH ANTICIPATIONS.

LONDON, April 19th.

Queen Wilhelmina attended a service at the Palace Chapel yesterday morning, and walked in the garden.

It is semi-officially explained that extraordinary preparations announced made to the birth during the past fortnight were necessary owing to the possibility of surprise.

This is regarded as indicating that the accouchement is not quite imminent.

THE TURKISH TROUBLE.

LONDON, April 19th.

Consular telegrams from Aleppo state that twenty people have been killed in Marash province.

The Aleppo Young Turks have taken possession of £60,000 of Government funds at Salonika.

JAPANESE PRINCE IN FRANCE.

LONDON, April 19th.

President Fallieres has received Prince Nashimoto.

TURKEY AND BULGARIA.

LONDON, April 20th.

The Agreement between Turkey and Bulgaria has been signed.

RUMoured ABDICATION OF THE SULTAN.

LONDON, April 20th.

The utmost excitement prevails at Constantinople over a rumour that the Sultan has abdicated and has taken refuge in the British Embassy.

There are now 36,000 troops at Hademkoj, and it is expected that the enveloping movement will be completed to-night.

WARD COMEDY COMPANY.

The announcement that Miss Ruby Baxter would appear in the famous "Salome Dance" was a sufficient inducement for the large audience at the Theatre last night to view her interpretation of this classical style of dancing, which the famous Maud Allan was one of the first exponents. But apart from this special attraction the farcical comedy "Brown's in Town" was well worth seeing. The piece has a fund of humorous and amusing situations, and the audience evidently vastly enjoyed the production, judging by the hearty applause. Mr. Ward as Primrose was an ideal con-servator with a high sense of propriety, and Suzanne Darn's (Miss Grace Paloma's) expletives and denunciations at Dick Preston, (Mr. Arthur Eldred) who was living under the assumed name of Mr. Brown) were very amusing. The play was founded on the complications which had arisen through the marriage of Dick Preston without the knowledge of his father (Mr. Robert Greig), and the scene where everything is discovered is decidedly funny.

The performance closed with the Salome dance which was greatly appreciated.

SUPREME COURT.

Tuesday, April 20th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

The action in which Man Lee Chan and Co. sued the International Banking Corporation to recover \$840 alleged to be due in respect of a bank draft, again came before the Court.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing appeared for the plaintiffs, and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the defendant bank.

His Lordship thought it might be useful in this case if he stated shortly his view of the law. It seemed to him when he heard the case originally, before the pleadings, that it would be difficult for the plaintiffs to recover as the defendants were not acceptors of the bill, and there was no contract. As to conversion, the difficulty was that he could not see there was any money of plaintiffs in defendants' hands. Since then he had considered this case, and other cases referred to, and it seemed to him that there might be liability of the defendants for conversion of an instrument, whether or not they had in their hands money of the plaintiffs. None of the cases referred there was a demand to deliver up a cheque which had been refused, but in this case there was nothing in the pleadings, or in the evidence before him, to show that a demand had been made to the defendant bank to deliver up the draft.

Sir Henry Berkeley submitted that the defendants were not protected by the Statutes because the bill that they paid did not, on the face of it, purport to be endorsed by the person in whose favour it was drawn. The bill was drawn in English, and made payable to the firm with the name in English "Man Lee Chan and Co."

His Lordship—Probably that is the only way it could be drawn in Canada.

Sir Henry Berkeley thought it was probably the only way. The only proper endorsement which could purport to be that of Man Lee Chan and Co. would be the words "Man Lee Chan and Co." in English.

His Lordship—And you say that if the bank took any other endorsement they did it at their own risk?

Sir Henry Berkeley—That is what I submit. Proceeding, Counsel submitted broadly that a bill drawn in English in favour of the payee, whose name appeared in the body of the bill in English, was not properly endorsed in Chinese. If it would be properly endorsed in Chinese, the onus lay upon the bank to show that the endorsement in Chinese characters truly represented the name of the payee. So far as the evidence had gone, the plaintiffs declared that the endorsement "Man Lee Chan Sing Kee" did not represent the Chinese equivalent of their name in English. There had been no evidence to the contrary, and the Court must therefore accept that. His Lordship would remember that Counsel had addressed him on the question of bona fides, and that Mr. Pollock had suggested that as far as Statute 7 of 1907 went, the element of good faith did not enter into the consideration thereof, but that it was confined to section 60 of the Bills of Exchange Act. That, he submitted, was a contention which could not be supported. A banker who paid a bill within a few days, almost hours, after having been informed that that bill was stolen, should not be held by the Court to have acted in good faith in the ordinary course of his business within the meaning of those words as used in the Statute. Inasmuch as good faith was essential to protection under the Statutes, this bank which paid the bill under the circumstances detailed to the Court should not be protected. They refused to pay the slightest attention to the owner, and a few days afterwards they paid the money to a thief. After the bank had got notice from Mr. Kong Sing, when the bill was presented they should have made some excuse and sent round and informed Man Lee Chan and Co. that the bill had been presented. Man Lee Chan would have followed hot foot, and the thief would have been arrested. If his Lordship should find that the bank were protected by the Statutes, then Counsel would submit that they were liable in conversion, or for money had and received for plaintiffs' use. If the defendants were liable in conversion, then they were liable to the plaintiffs for the bill or its value. If the bill had been received by the plaintiffs and taken to the International Bank, and the bank refused to pay it, plaintiffs would have had no case to sue, but he submitted that the fact of their paying the bill made all the difference. From the facts before the Court, his Lordship must draw the inference that the bank did admit that it had funds to pay this bill, because it did pay it.

For the defence, Mr. Pollock called Mr. F. S. Clarke, cashier in the Hongkong office of the International Banking Corporation. He was the officer who sanctioned the payment of drafts drawn on the bank. The endorsements on drafts payable to Chinese were examined by one of the clerks. Witness remembered a Chinese calling at the bank sometime in December last with reference to a draft for \$840. The caller said the draft was payable to Man Lee Chan, but that it had been lost or stolen in the post. Witness was asked to stop payment, but he wanted the number of the draft, the name of the drawing bank and the place of issue. When the Chinese called later on the same month witness advised him to communicate with the drawer, who would communicate with the drawing bank, who in turn would communicate with the bank here. The drawers wrote a letter to the bank here, but it was received long after the draft had been delivered. No telegram corresponding with the letter was

received. The draft was paid on January 6th, but the Chinaman did not tell him the name of the drawing bank, the number of the draft, or the place of issue before he made the payment. The defendants received a letter from Mr. Otto Kong Sing, to which Mr. Brent replied. No notice in writing with reference to the draft was handed to witness. To trace this draft he would have had to go right through the registers and the files. An index was kept in the registers with reference to the names of the drawers, but not with reference to the names of the payees. If witness had been informed in this case that the drawers were the Bank of Hamilton, Vancouver, he could have traced the draft. There were from 300 to 500 drafts paid on the same day. The draft payable to Man Lee Chan was initiated for payment by the No. 1 Shroff. On being passed to witness he compared the amount with the book and initiated it for payment. Witness did not connect this draft with the Man Lee Chan one on account of the great rush of business. At that time his department was working until nearly midnight every night. Towards the end of January or the beginning of February a Chinaman presented the second of exchange for payment, but witness wrote on it that payment had been made of the first of exchange. In passing this draft for payment, witness acted in good faith. The loss of a draft for \$840, was not present to his mind at the time.

In cross-examination witness said that at the particular moment when he paid the draft he had quite forgotten that he had been written to by the Man Lee Chan and Mr. Kong Sing about it. He would not call it an act of carelessness, as there was an exceptional rush of business at the bank owing to Chinese new year. If he had been able to trace the draft, he would have put a mark of caution in the register.

Why did you not, when you received Mr. Kong Sing's letter giving you the amount of the bill, make a mark in the register?—Because I couldn't trace the draft in the register.

Is not the name Man Lee Chan in a letter of advice you received from Vancouver?—Yes.

You said had you been informed that the drawer was the Bank of Hamilton, you could have traced the bill?—Yes.

I put it to you that in your letter of advice you were distinctly told that the drawer was the Bank of Hamilton?—That is so, but we got another 200 similar sheets by the same mail.

I suggest to you that you would have looked up the advice if it had been a European client?—Certainly not.

As a matter of fact you had this information, but it was too much trouble to inform yourself of it?—Not too much trouble; too much business.

You cannot say it was physically impossible?—It was physically impossible for me to do it.

You are not the only one in the bank?—That is so.

I put it to you that it was not physically impossible for the International Banking Corporation to have informed itself of the necessary particulars after getting notice from the Man Lee Chan and Mr. Kong Sing?—A clerk was detailed to try to find the draft, but was unable to do so, being very busy at the time.

When you passed this bill for payment, as far as you could see there was no endorsement by the payee on the back of the bill?—That is so.

The fact is, you trusted to your comrade, who is guaranteed?—Yes.

Which leads, perhaps, to relaxation of vigilance and diligence on your part?—Not at all.

The No. 1 Shroff of the defendant bank was called, and gave evidence regarding the examining and initialling of the draft in question.

After Counsel had addressed the Court, his Lordship reserved judgment.

MARINE MAGISTRATE'S COURT.

Tuesday, April 20th.

BEFORE COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

A MISPLACED YULO.

A boatwoman was prosecuted by Constable Adams for failing to keep the yulo of her boat out of the water and rigged so as not to project outboard whilst alongside the Fraya.

His Worship imposed a fine of \$10, or one month's imprisonment.

A MISSING LIGHT.

For failing to exhibit a white light on her sloop whilst at anchor within the waters of the Colony, his Worship fined a boatwoman \$10, or one month's imprisonment.

ON BOARD WITHOUT PERMISSION.

A fireman from Yamutai was proceeded against by Lance-Sergeant Edwards for being on board the s.s. *Silecia* without the permission of the master or other officer in charge.

His Worship imposed a fine of \$15, in default five weeks' imprisonment with hard labour.

TOO MUCH WHISTLE.

The master of the licensed steam launch *Bailey* was arraigned for blowing the steam whistle of his vessel other than for the purpose of navigation.

The fine imposed was \$20, the alternative, six weeks' imprisonment.

THE "TAK HING" COLLISION.

Captain W. Cooper of the s.s. *Tak Hing* proceeded against the Tai Wo Company, owners of the licensed coxswain boat 1097, for allowing their vessel to anchor too close to the Ping On Wharf in such a manner as to obstruct the free access of the steamer *Tak Hing*.

The fine imposed (of Mr. E. A. Harding's office) appeared for the complainant, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) for the defendants.

After hearing the evidence his Worship found that the junk was lying off the wharf in such a manner as to obstruct the free access of other vessels; that was to say, the lines to her anchors caused such obstruction. He would commit the defendant, and impose a fine of \$10, in default, one month's imprisonment.

AN UNAUTHORISED PUBLIC MEETING.

At the Magistracy yesterday the case was called in which three Chinese were charged with having unlawfully held and were present at a Chinese public meeting not being solely for religious worship without the permission of the Governor in the Chin Nam restaurant at West Point on the 18th inst.

Mr. C. F. Dixon, who appeared for defendants, tendered a plea of guilty. He had no doubt that what they had done amounted to a technical breach of the law. Explaining the facts to his Worship, Mr. Dixon stated that the meeting was called by the first defendant, who was an engineer. The meeting was called by circulars which were handed to engineering friends for distribution among engineers. The object of the meeting was to discuss the possibility of forming a school for the study of engineering. The second and third defendants did not take part in calling the meeting but they attended. They were not now engineers but formerly were and they took an interest in the movement. The second and third defendants made speeches at the meeting which was not restricted to ticket holders and anybody could attend, although it was expected that only those interested in engineering would attend. As a matter of fact three detectives were present, but as the promoters considered the meeting was called for a lawful purpose, they did not expect they would get into trouble. They had not applied to the Governor for permission, though there is no doubt that if they had done so the permission would have been granted. In view of this explanation and in view of the fact that their object was laudable—no inflammatory speeches being made, no inciting to strike—he would ask his Worship to deal leniently with them.

Inspector Robertson stated that although the word school was used in the notice it was never once mentioned at the meeting. The whole of the speeches referred to obtaining subscriptions and forming a society to defend themselves in case of strikes. It appeared that the new manager at Hinghom docks had suggested that instead of paying the engineers double time for work on Sundays and at nights that they should be paid only time and half. It was suggested that members should pay yearly 30 cents subscription for every ten dollars they received in wages.

His Worship said he would be inclined to suggest that the promoters express regret to the Governor for not having asked permission.

Mr. Dixon remarked that the notice calling the meeting was to discuss a school for the study of engineering.

His Worship—They might have put it that way to get people there.

Mr. Dixon—I don't suppose the Governor would have refused permission to hold a meeting for the purpose of forming a trade society.

His Worship—The offence is very small.

It was decided that Mr. Dixon should write to the Governor on behalf of the defendants expressing regret for not having obtained permission, and at the same time ask for permission to hold the meeting. The case was then adjourned *sine die*.

THE CHINO-BURMESE FRONTIER.

In answer to Sir B. Sheffield (Lincolnshire, Briggs, Opp.) Mr. Buchanan (Perthshire, B.) said in the House of Commons last month. The Secretary of State has received no information as to the creation of a Chinese frontier commission for the British military police for at Siam.

Sir B. Sheffield asked the Under-Secretary for India if he had not ascertained the dates upon which Chinese troops entered the Hachin Valley, removing boundary posts, and levying taxes upon natives under British protection; and further, if he could state the expenditure on miles and transport incurred during the last six months by the British column in the Hachin Valley, the Chinese-Burmese frontier, which troops were stationed there; and if reinforcements were to be despatched.

Mr. Buchanan—No Hachin Valley can be identified. If the hon. member is referring to the incident mentioned in the answer given to him on March 8, I would add to the information then furnished that the reports received do not state that boundary posts were destroyed or taxes levied. No British column was despatched on the occasion referred to, nor did the British column in the section of this frontier. With a view to a tour by the political officer, which was afterwards abandoned, a certain collection of transport was begun, but I am unable to say what expenditure was incurred. No troops are stationed on this portion of the frontier.

Lord Balcarras (Leicestershire, N. Chorley, Opp.) asked if it was not the fact that between 200 or 300 miles away from the frontier, the British column was sent to the aid of the Chinese troops, and if therefore the Under-Secretary would make further inquiries.

Mr. Buchanan said that if the noble lord had further information he would inquire, but the Under-Secretary alluded to took place as far back as November, 1907. The Department had no further information of encroachment or threatened encroachment.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 20th at 12.05 p.m.—The barometer has fallen rapidly to E. Japan, owing to the depression, which is moving towards E.N.E. over the S.E. part of the Sea of Japan.

Pressure has given way again over China, particularly in the North, another depression having appeared over the Yangtze Valley.

Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. E. to S.E. winds, moderate; fair.
Formosa Channel. Same as No. 1.
South coast of China. Same as No. 1.
Hongkong and Lamook. Same as No. 1.
South coast of China between. Same as No. 1.
Hongkong and Hainan. Same as No. 1.

SIR PERCY SCOTT AND THE NAVY.

THE RECENT CHANGES.

Admiral Sir Percy Scott was among the guests last evening at the annual dinner of the Association of Municipal Corporations, held at the Hotel Cecil last month and, replying for the Navy, said: I have only just returned with a Squadron, which made a twenty thousand mile voyage to our Colonies in South Africa and to South America. I take this opportunity of mentioning it for two reasons, firstly, because I think it satisfactory that four large cruisers could steam twenty thousand miles without ever having a defect in their machinery which they could not make good on board with their own mechanics. In arriving at and leaving the ports we kept time like a railway train, and were never long enough in harbour to give the machinery a decent rest. Secondly, I wish publicly to express on behalf of my Squadron our appreciation of the great kindness and hospitality that was shown to us at all the ports we visited. At the Cape it was quite nice to find myself sitting down to dinner with Louis Botha, General Hertzog, General de Wet, General Delarey, Mr. Smuts, and other distinguished gentlemen that circumstances in 1899 precluded me from meeting. (Laughter.) The Convention then sitting was striving to bring about a Union of all the Colonies in the sub-continent of South Africa, and as far as I can see they have been successful and can now say that they have one Flag, one King, one Empire. (Cheers.) After referring to the visit to South America Sir Percy Scott continued: Yesterday great changes took place both in the distributions of the squadrons of the Fleet and the commanders of the squadrons. The necessity for these changes is purely technical that I will not bother you with the details of them. I believe they meet with the approval of most naval officers. It has been reported that there is dissension in the Navy, that there is a want of discipline, and that they are not to be trusted. There are forty-two flag officers employed in either commanding the squadrons of the Fleet or assisting the Admiralty in the technical organisation; to my certain knowledge they are all working together in absolute unity, there is no lack of discipline, and they are all absolutely loyal to the Admiralty under whom they are serving and whose orders and wishes they are faithfully endeavouring to carry out; they fully recognise the value of co-operation in obtaining war efficiency, and they work outside any party politics. To naval officers the number of ships is nothing; what we leave to those who represent the country. We only make the best of the ships we have. That this is fully appreciated is demonstrated by the great improvement that has been made recently in the war training of the Fleet and in naval gunnery. We can now hit a target at a range of four miles more often than we could hit one a year or two ago at 1,400 yards. The relative value of ships and Fleet is fighting matter, in my opinion, depend more upon their hitting power than upon numbers; for example, the *Indomitable*, with eight guns, made double the number of hits that the *Dreadnought* made with ten guns. The Home Fleet and some of the nucleus crew ships shot twice as well as the Channel Fleet. It is sometimes said that luck governs these results in shooting, but it does not. Good results are only obtained when the necessary gun training has been recognised as of more importance than other things that we sometimes give attention to. (Laughter and cheers.) In the Royal Navy we are very conservative, obsolete methods are kept, but they are dying. I am glad to say that the term "quick hitting" has taken the place of "quick firing." There is, of course, a lot of difference between the two. (Cheers.) It has given me great pleasure to return thanks to-night for the Service to which I have the honour to belong, because everything in connection with that Service appears to be of such strength in numbers and in gunnery efficiency that it is practically invincible and an insurance for the safety of our country, of our Colonies, and our food supply. (Cheers.)

GERMAN INTERESTS IN CHINA.

PROGRESS OF KIAOCHAU.

The Budget Committee of the Reichstag considered on March 18th the estimates for Kiaochow. It was stated on behalf of the Government that, owing to the fact that trade has considerably revived, there is no longer any question of selling or abandoning the Protectorate, which has become valuable as a centre for trade with China.

In reply to complaints made by Radical members of maladministration on the part of the Governor of Kiaochow, the Secretary for the Navy, Admiral von Tirpitz, delivered a long speech, of which the semi-official *North German Gazette* gives the following summary:—

"Every effort had been made in drawing up the estimates for Kiaochow to keep the expenses down, and although funds were requested for the establishment of a Chinese school, the total was £5,000 less than it was in the previous year. Admiral von Tirpitz did not share the despondency with regard to Kiaochow, to which each general expression has been given of late, and he was contented that the pessimistic view would soon disappear. In the course of the history of the German occupation of Kiaochow the Naval Secretary stated that much money had been invested in the Protectorate, but that even Foreigners believed it to be well invested. Tsingtau, he said, had developed in eleven years from a poor village to be the seventh commercial town in China among the forty European settlements. The English, as was well known, wished to give up Hongkong fifteen years after they acquired it, and the Colony still needed a subvention of £750,000 annually from the Mother Country. The present decline in the trade of Tsingtau was due solely to the universal commercial depression in Eastern Asia. Nevertheless, Tsingtau's receipts had increased by £4,000, while those of Hongkong had decreased by £200,000. The favourable trade prospects were extremely favourable. The shipping traffic increased in February by 50 per cent, and the railway traffic by 37 per cent. Orders to the value of £1,250,000 for new railways had been placed in Germany solely because Germans possessed Tsingtau. The most important English firm in Eastern Asia opened a very large branch at Tsingtau on March 1, which, in the opinion of the Naval Secretary, was a very significant circumstance. The export of coal, Admiral von Tirpitz added, had increased twenty-fold as compared with the previous year, and among other things, a new soap factory had been started."

THE GREAT WALL OF CHINA.

DR. GILL'S EXPLORATIONS.

The following are among the particulars received by Reuters' Agency from Dr. W. Edgar Gill of an interesting journey he has concluded along the whole length of the Great Wall of China.

Discussing his expedition, Dr. Gill said: "This is, so far as I know, the first occasion on which a journey has been made. My object was not only to explore the whole length of the Great Wall, but also to make botanical and zoological collections, and to be able to compare the present conditions of China with that existing when I crossed that Empire six years ago. I left Philadelphia a year ago and proceeded to Peking, where I completed the arrangements for a long trip from the Yellow Sea to Tibet, and the Great Wall. My party, which consisted of a number of Chinese, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. Travelling on mountain mules, we followed the Wall for a distance of approximately 1,800 miles, starting at the seashore at Shanhaikwan and finishing at Kiyukun, on the Nan-Shan range on the northern border of Tibet. We found roughly 200 miles of the Great Wall so far unmapped. This section is a part of the journey numbered 20 persons. Included scientists, interpreters, and educated Chinese. 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NOTICE

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MESSRS. S. MOUTRIE & Co., LTD.

Hongkong, 21st April, 1909. [500]

DAMPSCHEIFFS-BREHDERE "UNION" ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"WOOLINDE," having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 26th inst., at 5.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 19th April, 1909. [535]

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be on FRIDAY, the 23rd April, 1909, at 4 p.m., in the CITY HALL for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 15th April, 1909. [614]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 24th inst. commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON JACKIE, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1909. [625]

CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO SHANGHAI.

DIRECT CARGO AND PASSENGER SCHEDULE SERVICE.

THE Twin Snow Steamers "ANHUI," "CHIN HUA," "CHENAN," and "LINAN" leave Hongkong alternately every THURSDAY P.M. and SUNDAY at Daylight for SHANGHAI DIRECT.

The Sunday Morning Steamers are availed of by the Postal Authorities for the conveyance of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1909. [624]

ATTENTION!

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HOOSAIN-ALI & Co.,

Cornor ZENLAND STREET.

Hongkong, 16th April, 1909. [41]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office No. 2, Queen's Buildings, Hongkong, THIS DAY (WEDNESDAY), the 21st April, 1909, at NOON, for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1908, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April, to the 21st April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [517]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, THIS DAY (WEDNESDAY), the 21st April, 1909, at 12.15 p.m., for the purpose of considering and, if thought fit, passing the following Special Resolution:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [544]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, THIS DAY (WEDNESDAY), the 21st April, 1909, at 12.30 p.m., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th April, to the 21st April, both days inclusive.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [526]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, THIS DAY (WEDNESDAY), the 21st April, 1909, at 12.45 p.m., for the purpose of considering and, if thought fit, passing the following Special Resolution:

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. Prints of the proposed Memorandum and Articles of Association can be seen at the Company's Office or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [545]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors, GIBB LIVINGSTON & Co., Agents.

Hongkong, 7th April, 1909. [587]

NOTICE

\$150,000 to Invest on Mortgage: Send Particulars of Securities offered to "X."

Care of "Daily Press" Office, Hongkong, 30th March, 1909. [537]

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO.

3, Duddell Street, Hongkong.

Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1909. [48]

INTIMATIONS

HONGKONG CINEMATOGRAF

(Opposite the Central Market)

FOR TEN DAYS ONLY.

JAPANESE JUGGLER COMEDY CO.

ON TOUR TO EUROPE

Under the Direction of PROF. KIKUORO, JAPAN'S GREAT CUNJOUR.

PROGRAMME:

- 1-Cinematograph show.
- 2-Mysterious appearance of Hen and gold ring.
- 3-Transformation of Water into paper.
- 4-Burn a Bank note and the same note will reappear.
- 5-Mysterious multiplication of 1 ball placed in a small empty box to about 100.
- 6-Mysterious disappearance of articles gathered from the audience.
- 7-Burning ashes changed into curios.
- 8-A string of several nations flags.
- 9-Three nations' flags.
- 10-Boiling eggs changed into living birds.
- 11-Marvellous transportation of gold fish.
- 12-Fishing a gold fish from a spectator's hat.
- 13-Mysterious hat tricks (handkerchief and watch).
- 14-Mysterious card tricks.
- 15-Rope and handcuffs trick.
- 16-One dollar piece put in a hat will be changed into 50 pieces.
- 17-Japanese dance butterfly tricks.
- 18-Japanese sword dance.
- 19-From a flower pot containing water several Japanese lanterns, silk cloth, etc., will appear.
- 20-Mysterious change of silk cloth into 40 Japanese paper umbrellas.
- 21-Mysterious change of handkerchiefs into umbrella cover.
- 22-Prof. Kikuro transforms his body several times. Several other New Magic will be added to this Programme every night.
- 23-Cinematograph show.
- 24-Prof. Kikuro's most interesting Water Act.

CHANGE OF PROGRAMME EVERY NIGHT.

CINEMATOGRAF PICTURES.

FIRST CLASS ... \$1.00

SECOND " ... 50 cts.

THIRD " ... 20

Do. Open 7.30 p.m. Performance 8.00 p.m.

Hongkong, 21st April, 1909. [534]

COMING! COMING!!

THE HIPPODROME

AND MENAGERIE

LOCATION:

CAUSEWAY BAY.

WATCH THE DATE

BOX PLAN—

ROBINSON PIANO COMPANY.

A. JACKSON, Representative.

Hongkong, 21st April, 1909. [581]

TO LET

TO LET.

NO. 34 QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

NO. 1A, WYNDHAM STREET (suitable for Office and Godown).

NO. 2A, D'ARVILLE STREET (suitable for Office and Godown).

All of which are at present occupied by Weismann Ltd. For Particulars, etc.

Apply to— YEE SANG PAT & Co., 34, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing

6 Large Rooms each. Can be let together or separately.

Apply to— Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.

Apply to— TAM TSE KONG, 42, Bonham Street West.

or HUNG CHUO, 60, Elgin Road, Kowloon.

Hongkong, 16th April, 1909. [517]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [98]

TO LET.

FURNISHED or Unfurnished, or For Sale, DETACHED HOUSE with Tennis Court known as "ROCKVALE," Kimberley Road, Kowloon.

Apply to— H. K. HOLMES, 54, Queen's Road.

Hongkong, 19th April, 1909. [530]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to— S. J. DAVID & Co., Prince's Buildings.

Hongkong, 25th March, 1909. [518]

TO LET.

TO LET.

ROOMS suitable for Office in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to— DAVID SASSOON & Co., Ltd., Hongkong, 1st April, 1909. [553]

TO LET.

ONE OFFICE ROOM on 2nd Floor, Prince's Building.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to— LEUTER, BROCKELMANN & Co., Hongkong, 15th March, 1909. [522]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Apply to— GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [96]

TO LET.

13, ALBANY ROAD, HONGKONG.

(Facing Public Gardens)

From 1st MAY, 1909.

at present occupied by Madame Marty.

Apply to— M. STEPHENS, Solicitor, 18, Bank Buildings.

539]

TO LET.

FOUR and FIVE ROOMED HOUSES

at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession.

Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions, lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 24th March, 1909. [547]

TO LET—FURNISHED.

66 HUNG-SHUI, THE PEAK. To be Let

Furnished for 8 months or longer.

Apply to— JOHNSON, STOKES & MASTER, Solicitors, 8, Des Voeux Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYAN TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWN in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

PLATS in MORTON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th April, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to— CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 43, Yauwadi, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 18th January, 1909. [103]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric

Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to— ABBATON V. ABBATON & Co., 25, Waddell Street.

Hongkong, 3rd March, 1909. [539]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 4, MOUNTAIN VIEW (Peak), furnished from 1st June to 30th September, 1909.

NEW FIVE ROOMED HOUSES in Shirley Street.

The FYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak. Unfurnished from 1st May, 1909.

GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 6 months or longer from 5th May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

DELLIOS TERRACE HOUSES, ROBINSON ROAD.

FOR SALE—TOR CRIST, at Peak, commanding a

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	PALMA Capt. G. W. Cookman, R.N.R.	About 23rd April } Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. R. A. Peters	About 25th April } Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 29th April } Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 1st May } See Special of Call.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st April, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"NANCHANG"	On 21st April, 4 P.M.
SWATOW, WEIHAIWEI, TSING- TAU and TIENTSIN	"KUEICHOW"	On 21st April, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd April, 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 23rd April, 4 P.M.
SHANGHAI	"CHENAN"	On 25th April, 4 P.M.
MANILA	"TAMING"	On 27th April, 3 P.M.
SHANGHAI	"LINAN"	On 29th April, 4 P.M.
SHANGHAI	"ANHUI"	On 2nd May, 4 P.M.
MANILA	"TEAN"	On 4th May, 3 P.M.

MANILA, ZAMBOANGA,
THURSDAY ISLAND, COOK
TOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transhipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES. Cargo booked through for all Australian, New Zealand and
Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN,"
"CHINHUA" and "LINAN" with excellent accommodation Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.

The Sunday Moving Sailings carry Passengers and H.M. Mails to connect with
Siberian Mail to Europe.
FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 21st April, 1909.

BUTTERFIELD & SWIRE,

AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 21st April, at Noon.
"HATTAN"	SWATOW, AMOI & FOOCHOW	FRIDAY, 23rd April, at Noon.
"HAIYANG"	SWATOW, AMOI & FOOCHOW	TUESDAY, 27th April, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st April, 1909.

OSA KA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SURUGA	WED'DAY, 21st April, at 10 A.M.
* TAMSUI via SWATOW, "DAIGI MARU"	Capt. H. MURAYAMA	SUNDAY, 25th April, at 10 A.M.
* ANPING via SWATOW, "SHOSHU MARU"	Capt. ICHIKI	WED'DAY, 26th April, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with Electric Light. First-class Cabin Amidships.
Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch
Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th April, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHANGHAI	"CHOYANG"	Wed'day, 21st April, 4 P.M.
* TIENTSIN via SWATOW, TSINGTAU, WEIHAIWEI & CHEFOO	"CHIPSING"	Friday, 23rd April, Noon.
* SHANGHAI	"HANGSANG"	Friday, 23rd April, Noon.
* MANILA	"YUENSANG"	Friday, 23rd April, 4 P.M.
* SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Tuesday, 27th April, Noon.
* SINGAPORE, PENANG & CALUTTA	"KUNGSANG"	Friday, 30th April, Noon.
* MANILA	"LOONGSANG"	Friday, 30th April, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUDSANG"	Wed'day, 19th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The Steamers "KUDSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 21st April, 1909.

GENERAL MANAGERS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th April, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	KANAGAWA MARU (Capt. J. Nagao)	6169	WED'DAY, 28th April at Daylight
PORE, PENANG, KAKATA MARU	(Capt. T. Maru)	6161	WED'DAY, 12th May, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AKI MARU (Capt. K. Sato)	6444	TUESDAY, 27th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	CEYLON MARU (Capt. Fred. Pyne)	5068	TUESDAY, 11th May, at Noon
YOKOHAMA	YAWATA MARU (Capt. T. Sekine)	5539	FRIDAY, 14th May, at Noon
YOKOHAMA	NIKKO MARU (Capt. M. Yagi)	5539	FRIDAY, 11th June, at Noon
BOMBAY via SINGAPORE and COLOMBO	HELANO MARU (Capt. H. Fraser)	9000	THURSDAY, 22nd April, at Noon
SHANGHAI, MOJI, and KOBE	YETOFU MARU (Capt. Sveda)	3949	SUNDAY, 25th April, at Noon
KOBE and YOKOHAMA	MOYORI MARU (Capt. Richards)	3265	THURSDAY, 29th April, at Noon
NAGASAKI, KOBE and YOKOHAMA	SADO MARU (Capt. Geo. Anderson)	6227	WED'DAY, 5th May, at Daylight
	NIKKO MARU (Capt. M. Yagi)	5539	WED'DAY, 12th May, at Noon

* Calling at Shimidzu.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 21st April, 1909.

[15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 24th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 19th April, 1909.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ROTTERDAM & HAMBURG:
S.S. SCANDIA	S.S. NICOMEDIA
S.S. SENEGAMBIA	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SEGOVIA	S.S. BRISGAVIA
S.S. ISTRIA	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SILEZIA
	FOR ANTWERP & HAMBURG:
	S.S. LIEBIA
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. BELGRAVIA
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th April, 1909.

[12]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of April
MARSEILLES, HAVRE, COPEN- HAGEN and ST. PETERSBURG	"TRANQUEBAR"	On 23rd April

For Further Particulars apply to

MELOHES & CO.,
AGENTS.

Hongkong, 9th April, 1909.

[6]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
WIJANAS	JAPAN	Second half of April	JAVA	Second half of April
WIJIKINI	JAPAN	First half of May	JAVA	First half of May
WIJODAS	JAVA	First half of May	JAPAN	First half of May
WIJMAHI	JAVA	First half of May	SHANGHAI	First half of May
WIJLIWONG	JAVA	First half of June	JAPAN	First half of June
WIJLATJAP	JAVA	First half of June	SHANGHAI	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 21st April, 1909.

Telephone No. 375.

[18]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA
CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, 1909.
S.S. MANSHU MARU	5000 "	August — 1909
S.S. AMERICA MARU	6000 "	October — 1909
S.S. HONGKONG MARU	6000 "	Dec. — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 15th April, 1909.

[462]

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun
(Kwanchnghun), in connection with Siberian Express trains at Harbin, by a train
composed of excellently equipped Sleeping and Dining Cars expressly built for the
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